

**PAPERS RELATING TO**

**THE ST. LAWRENCE WATERWAY PROJECT**

**AND**

**THE CHICAGO DRAINAGE CANAL**

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1924







## SUPPLEMENTARY RETURN

To an Address to His Excellency the Governor General of the 24th March, 1924, praying that he will cause to be laid before the House a copy of all memoranda, correspondence, telegrams and other documents exchanged between the Government of Canada or any of its members and other governments, corporations or individuals, since the first of January, 1922, relating to the St. Lawrence Waterway Route, and the establishment of dams on the St. Lawrence for the development of certain water-powers.

A. B. COPP,  
*Secretary of State.*

Mover: Mr. ARCHAMBAULT.

### RURAL MUNICIPALITY OF SASKATCHEWAN LANDING NO. 167

*Geo. G. Smith, Reeve*

STEWART VALLEY, SASK., February 11, 1924.

Minister of Justice and Attorney General,  
House of Commons,  
Ottawa, Canada.

HON. AND DEAR SIR,—I take great pleasure in enclosing for your consideration and action copy of a resolution which was unanimously adopted at the regular meeting of the council board of the above rural municipality, held at Leinan, Saskatchewan, on the 4th day of February, 1924.

Yours very truly,

P. S. CAMPBELL,  
*Secretary-Treasurer.*

### RESOLUTION FROM THE RURAL MUNICIPALITY OF SASKATCHEWAN LANDING NO. 167

Moved by John T. Stewart, seconded by George G. Smith:

Whereas the Council of the Rural Municipality of Saskatchewan Landing No. 167 is cognizant of the fact that excessive transportation costs are one of the factors contributing most seriously to the economic problems which affect the farmers of Western Canada;

And whereas excessive charges which prevail in connection with the lake and rail haul of grain and other exportable products from Port Arthur to the seaboard constitute a very heavy setback on the net price received by the farmer for these products;

And whereas the proposed deepening of the St. Lawrence canals for power and navigation purposes will reduce these lake and rail rates from approximately



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13 cents per bushel on wheat to 4 or 5 cents a bushel from Port Arthur to Montreal, thus making a saving of 8 or 9 cents a bushel on freight charges;

And whereas the development of these deepened canals is proposed in a section of the St. Lawrence river that is owned equally between Canada and the United States, with costs to be shared according to the benefits to be derived by each country;

And whereas the development of power in this international section will produce a revenue that will take care of the amortized bonds for the whole undertaking, making the project self-financing and self-supporting, without the necessity of added taxation upon the people;

And whereas it is authoritatively stated that the United States is now seeking a conference with the Government of Canada for the purpose of entering into a definite treaty for the immediate prosecution of this work;

Therefore be it hereby resolved that this Rural Municipality of Saskatchewan Landing No. 167 request that the Government of Canada acquiesce in the request for a conference with the Government of the United States for the purpose of going ahead at the earliest possible moment with the deepening of the St. Lawrence canals in the international section between Lake Ontario and Montreal, to a depth of 25 feet instead of the present depth of 14 feet, in order that the large lake freighters may have free access from the head of the lakes to Montreal, and that ocean tramp steamers may be permitted an open seaway through to the head of the lakes, thus carrying our grain and other exportable products at a minimum lake freight charge from the ports of Port Arthur and Fort William to the markets of the world;

And further, that this Council protest most vigorously against any action on the part of the Dominion Government whereby the requests of certain interests in Ontario for the development of the power end of the project being gone ahead with immediately, and that the navigation improvement be done later by the Dominion Government at the entire expense of the government; but rather that the navigation and power improvement be undertaken simultaneously and at the earliest possible date;

And that copies of this resolution be sent to Premier King at Ottawa, and all the Dominion Cabinet Ministers, to our constituency member of the Dominion House, and to the Premiers of the provinces of Manitoba, Saskatchewan, Alberta, Ontario and Quebec.

Dated at Leinan, Sask., this 4th day of February, 1924.

Resolution unanimously adopted.

(Signed) P. S. CAMPBELL,  
Secretary-Treasurer,  
R. M. Saskatchewan Landing No. 169.

February 15, 1924.

DEAR SIR,—I acknowledge receipt of your letter of the 11th instant with which you enclose copy of a resolution adopted by the Council Board of the Rural Municipality of Saskatchewan Landing, No. 167, on the subject of the deepening of the St. Lawrence Canals.

This resolution shall have my careful consideration.

Yours sincerely,  
(Sgd.) ERNEST LAPOINTE

P. S. CAMPBELL, Esq.,  
Secretary-Treasurer,  
Rural Municipality of Sask. Landing,  
Stewart Valley, Sask.



SESSIONAL PAPER No. 101c

## THE SWIFT CURRENT BOARD OF TRADE

SWIFT CURRENT, SASKATCHEWAN, CANADA

February 20, 1924.

Minister of Justice,  
House of Commons,  
Ottawa, Canada.

HON. AND DEAR SIR,—Upon instructions of the Swift Current Board of Trade Executive Council, I enclose herewith for your information and consideration copy of a resolution respecting the Deep Waterways, which was unanimously passed at a general meeting of the Board of Trade on February 12th, 1924.

Yours truly,  
(Sgd.) CHAS. THORESON,  
Secretary-Treasurer.

*Copy of Resolution Adopted at the Annual Meeting of the Associated Boards of Trade of Saskatchewan at Moose Jaw, Sask., February 27, 1924*

## ST. LAWRENCE DEEP WATERWAY IMPROVEMENT

Whereas substantial reductions in transportation rates on grain, cattle and other exportable products of Western Canada will reasonably ensue from the completion of the St. Lawrence Deep Waterway improvement, whereby the large lake freighters will have through navigation to Montreal, and ocean tramp steamers an open seaway to the Head of the Great Lakes, thus eliminating costly transfers and rail haul between Buffalo and New York and between Georgian Bay ports and Montreal;

And whereas these reductions, together with lower freight charges on incoming commodities from Eastern ports and overseas will unquestionably promote most effectively the permanent growth and development of Western Canada.

And whereas the deepening of the canals between Lake Ontario and Montreal is proposed in a section of the St. Lawrence river that is international waters, owned equally between Canada and the United States, with costs to be shared according to benefits derived by each country;

And whereas, according to a memorandum in possession of the Dominion Government, the development of hydro-electric energy in this international section will provide a revenue that will pay the total cost of the undertaking, without imposing a cent of added taxation upon either country, and without increasing the burden of Canada's national debt;

Therefore, be it resolved that this annual meeting of the Saskatchewan Associated Boards of Trade assembled at Moose Jaw Sask., this 27th day of February, 1924, does hereby approve and endorse the action of the Dominion Government in conferring with the Government of the United States in a proposal to obtain fullest technical, and economic details concerning the Deep Waterway project, and that we respectfully request our Government to consummate present negotiations without unnecessary delay.



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## THE SWIFT CURRENT BOARD OF TRADE

SWIFT CURRENT, SASKATCHEWAN, CANADA

*Resolution Unanimously Adopted by Swift Current Board of Trade, Tuesday Evening, February 12, 1924*

Moved by R. T. Graham, seconded by A. E. Longmore:

Whereas excessive charges which prevail in connection with the lake and rail haul of grain and other exportable products of the prairie provinces from Port Arthur to seaboard constitutes a very heavy financial setback on the net price received by the farmer for these products;

And whereas the proposed deeping of the St. Lawrence canals for power and navigation purposes will reduce these lake and rail rates from approximately 13 cents per bushel on wheat to 4 or 5 cents a bushel, Port Arthur to Montreal, thus making a saving of 8 or 9 cents a bushel on wheat carried to Montreal by the large freighters; and a further reduction of from 1 to 3 cents where tramp steamers can carry our grain direct from the head of the lakes to Liverpool without any transfer whatsoever.

And whereas the development of these deepened canals is proposed in a section of the St. Lawrence river that is international waters, owned equally between Canada and the United States, with costs to be shared according to the benefits to be derived by each country;

And whereas the development of power in this international section will produce a revenue that will pay for the whole cost of the undertaking, thus making the project self-financing and self-supporting, without imposing a cent of added taxation upon either country, and without increasing the burden of Canada's national debt;

And whereas the deepened St. Lawrence, besides providing unquestionable great savings on transportation rates for exportable products and incoming commodities, will also be a great stimulus to the more intensive development of the agricultural West, and provide an outstanding incentive for attracting new immigration;

Therefore be it resolved, that the Swift Current Board of Trade does hereby approve and endorse the action of the Dominion Government in conferring with the government of the United States in an effort to obtain further technical details concerning the St. Lawrence project. And that we hereby respectfully request that the Dominion Government will proceed with all the haste possible to consummate present investigations in order that a satisfactory treaty between the two countries may be arrived at, and work upon the project actually begun at the earliest possible moment with a view to its speedy completion in the economic interest of the Dominion of Canada at large.

And that copies of this resolution be sent to Hon. W. L. Mackenzie King, Prime Minister, the various Cabinet Ministers at Ottawa, to our constituency member of the Dominion House; also that copies be sent to the various Boards of Trade of Saskatchewan, Manitoba and Alberta, and to the associated Boards of Saskatchewan, asking their endorsation of this resolution.

(Signed) W. W. COOPER,  
President.

CHAS. THORESON,  
Secretary.

SWIFT CURRENT, SASK., Feb. 12, 1924.



SESSIONAL PAPER No. 101c

February 23, 1924.

DEAR SIR,—I acknowledge receipt of your letter of the 20th instant, enclosing copy of a resolution adopted by the Swift Current Board of Trade respecting the Deep Waterways. The representations contained in this resolution shall have my careful consideration.

Believe me,

Yours sincerely,

(sd.) ERNEST LAPOINTE.

CHARLES THORESON, Esq.,

Secretary-Treasurer,

The Swift Current Board of Trade,

Swift Current, Sask.

FORT GARRY HOTEL,

WINNIPEG, March 23, 1924.

Dear Mr. LAPOINTE:—

*St. Lawrence Canals*

I took the liberty of writing you on the 30th January, with a few suggestions as to the proposed deepening of the St. Lawrence Canals and the lake harbours, so as to allow the ocean steamer to go to upper lake ports.

Since then, the Government seem to have taken a step towards meeting the wishes of the U. S. Government, by consenting to the appointment of a commission to study the question further.

You know, much better than I, I feel sure, how strongly opposed the people of our Province are towards this project, which may prove disastrous to our seaports, and in fact their feeling towards any new public works, whilst the debt and taxation of the country are weighing so heavily upon us.

Why not call a halt until we see whether the railways which we have overbuilt, at such enormous cost, may not be able to do the trade which they were built to do.

The Transcontinental Railway, which the wise policy of Sir Wilfrid Laurier built, for the purpose of correcting the diversion of our grain trade to U. S. seaports, has proved its ability to do so. It has carried export wheat from Fort William to Quebec for 6 cents per bushel. (The all water rate from Fort William to Montreal last year was 11 and 12 cents and in 1922 went as high as 14 cents.)

Rival influences seem to have been able to prevent this new railway from carrying out this great public service, and our own officials have raised its tariff to the ridiculous figure of 21 cents, whereas even if the Crowsnest basis, in force west of Fort William, had been adopted, the rate would only have been 11 cents.

The result has been to prohibit through grain shipments, and to force our wheat into the lake boats at Fort William and thence to Buffalo and New York, which last year took 65 per cent of our transatlantic export, and, the year before, 74 per cent.

Is not this policy simply robbing the unfortunate western farmer, who has also seen his wheat tumble in price from \$3 to \$1, and at the same time depriving Canadian seaports of their legitimate traffic?

Why not remove this barrier—of our own creation—before plunging into any more public works?

If, however, the question of St. Lawrence waterways has to be studied further, may I take the liberty of making the following suggestions, as to



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the conditions upon which, in the interest of Quebec and the Maritime Provinces, that study should be pursued:—

1. That the rate of 11 cents per bushel upon export wheat from Fort William or Armstrong over the Government railway, to Quebec or Montreal and 12 cents to St. John and Halifax, should be immediately put into force, and that, as recommended by the Senate investigation, 10 million bushels storage should be put at Quebec, Halifax, St. John and Vancouver (14 million is now being built at Montreal) and marine insurance guaranteed by Government at New York rates of premium.

2. That the Cardinal, Ottawa & Montreal route for the canal as recommended by Mr. Cauchon, C.E., should also be examined and reported upon. If as he says, it will only cost half the money, and will be altogether in Canadian territory, it is well worth looking into. The route would develop the water power at Carillon, said to be as great as Shawinigan, and might eventually form part of the proposed Georgian Bay Canal.

Hoping that these suggestions may be of some interest to you.

Yours very truly,

J. G. SCOTT.

If branch lines of the Canadian National Railways are to be built in the northwest, at the public expense, should not the same policy be followed at Lake St. John, where there are flourishing settlements, at Normandin, Albanel, Mistassini and Peribonca, which are great feeders of the National Railways at St. Felicien, and would be much greater if the farmers had not to drive their produce 40 and 50 miles to reach it? A very great hardship.

Might I suggest that if you should have occasion to discuss with your Maritime Province members the propriety of using the Transcontinental Railway for the grain traffic, it might be well to remind them that by the existing tariff the extra charge for carrying export wheat from Montreal or Quebec to Halifax or St. John is only 1 cent per 100 lbs. (6/10c pr. bushel). So that if the rate from Armstrong to Quebec is made 11c, as it should be, Halifax and St. John would be able to take advantage of the 214 miles shortening of distance between Winnipeg and Quebec, and would be in a position to compete as to price with New York for the winter shipment to Europe. The Maritime Provinces should understand, at last, that their future depends upon the use of the Transcontinental Railway and that they must work with Quebec.

March 27, 1924.

J. G. SCOTT, Esq.,  
Fort Garry Hotel,  
Winnipeg, Man.

Dear Mr. SCOTT:—

Re: *St. Lawrence Canals*

I have your letter of March 23rd, contents of which are carefully noted.

Thanking you,

I remain, yours faithfully.